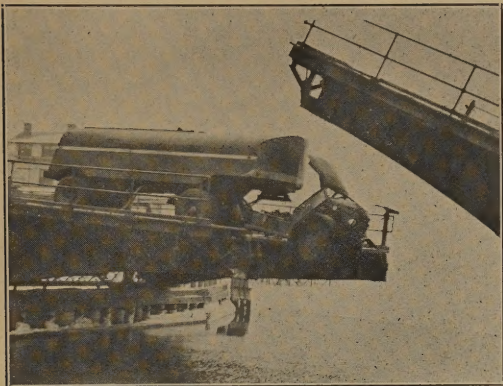




Cheesequake Quakes Again



It seems as though careless drivers are intent upon wrecking the Cheesequake Creek Bridge before the new structure, which is rapidly nearing completion, is opened to traffic. Only recently a large oil truck attempted to cross while the thirty-year-old bridge was being raised. The resulting crash, which is vividly shown in this picture, was caused when the leaf dropped under the weight of the truck, allowing the vehicle to crash head-on into the raised leaf. The driver sustained a fractured skull but has now recovered.

Bridge Operator Edwin Wheeler, who led a calm life before joining the Highway forces last December, had an excitable few minutes and can't help wondering what the future holds in store.

10-yr. Club to Hold Drive for Members Provide New Sites For Victory Gardens

John M. Curran, chairman of the Membership Committee of the 10-yr. Club is making every effort to bring in as many new members as possible during the coming year. Assisting him in this work and acting as divisional committee members are: Frank Skillman (RE), Harry Lefferson (B), Jack Marren (L), Anthony Kuhn (M), Wm. Wharton (P), Ed. Knorr (E), Kenneth Rise (A), J. T. Deter (EL).

The only requirement for membership is that an employee shall be male and have been in the employ of the State Highway Department for an accumulated total of not less than ten years gainful employment with no lapse in such employment of more than one year, except that in case of layoff solely for reasons of economy and without fault of the employee.

There are many men in the Highway Department who are eligible for membership in this organization but who for various reasons have not become members. It is the hope of President Palmer that before the present year is out, all such employees will be members of the 10 Year Club.

Hall's Suggestion Gets Immediate Action

For some time it has worried Alvah Hall to see electric lights burning when they were not needed. He often said as much in no uncertain terms, but until Commissioner Miller came forth with his invitation to all employees to send suggestions to the SUGGESTION BOX, there was little success attached to Mr. Hall's one-man campaign for economy.

When, however, the opportunity was afforded to go further with his idea, Mr. Hall lost not a moment. He sat down and wrote to the SUGGESTION BOX and outlined his theory of electrical conservation. This, in turn, was brought to the attention of the Commissioner with the result that an order, directing that all lights be turned off when not in use, was distributed throughout the Highway Department.

This is a good example of the value of ideas that come from men throughout this organization. Congratulations to Mr. Hall in being the first man to submit a suggestion that was accepted.

BUY WAR BONDS AND STAMPS

In an effort to provide many new locations for wartime Victory Gardens, Commissioner Miller will make available to Highway employees such sites as Superintendent of Maintenance Alex W. Muir and his supervisors determine are practical for this purpose. These properties will be turned over to anyone within the Department for immediate cultivation.

This does not mean that the Woodbridge Cloverleaf or the George Washington Bridge Approaches will be converted to farmland this year. It does mean, however, that many additional acres of otherwise unavailable ground can be brought under cultivation if desired. A state-wide survey is now being conducted for the purpose of locating desirable garden plots.

If you are interested in obtaining such Victory Garden sites notify the Maintenance Supervisor or Foreman in your territory and he will inform you where such plots are located.

It is hoped that many employees of the Highway Department will take advantage of this opportunity to grow their own vegetables this year. Such gardens will be a definite contribution to eventual Victory.

All Suggestions Being Analyzed

Each of the many suggestions that have been sent to the "Suggestion Box" is being thoroughly studied for possible adoption. Already two of those received have been favorably acted on and others are now being studied by division heads who will report their findings to Commissioner Miller. In some cases State-wide surveys are being conducted before a decision on the merit of a suggestion can be made. In no case will an idea be rejected until careful analysis has shown it to be impracticable.

Of the two suggestions already approved, that of Mr. A. J. Hall is mentioned elsewhere. The second was the suggestion of Mr. Ralph Stouffer, Bridge Attendant on the Passaic River Bridge, who thought that the Highway Department should construct stairways at either end of that bridge to accommodate pedestrian traffic. As a result of this suggestion and a subsequent investigation, these stairways will be built. Congratulations, Mr. Stouffer.

Spare Hours Can Help the War Effort

HIGHWAYMEN ARE URGED TO TAKE PART-TIME EMPLOYMENT

Ultimate Victory shall be ours! Recently we have witnessed the initiative in the war changing hands. No longer can the Axis dictate where and when the next blow will be struck. Today and henceforth this determination must remain with the United Nations.

But let us not be deluded. The road ahead is long and hard. In the days to come, America must work and fight with a determination born of the knowledge that only through the exertion of every effort can this Victory be secured.

In every city and hamlet in America busy hands are turning out the vital tools of war. With full knowledge of the responsibility that is theirs, many of our employees have expressed a desire to work in some essential industry during the hours when they are not engaged in carrying out their duties with the Highway Department. Others within our ranks are already devoting a large part of their spare time to production of this nature. Nearly eight hundred employees of the State Highway Department are either in service or related war industries.

Manpower is as essential on the production front as it is on the battle line and no job is too small, or no hours too few, to add to this mighty flow of vital material. Industry has long since recognized the value of part-time employment and is making every effort to adjust working schedules to accommodate those who are willing to devote a part of each day to this work.

It is the patriotic duty of every employee of this Department to cooperate to the fullest extent with the war effort! As part-time employment is a definite way in which we can cooperate, I urge all Highway employees who are able, to seek such employment. In so doing, however, it should be understood that these employees are subject to call for any emergency that should arise in connection with the work of the State Highway Department requiring their services, and that this Department definitely has first call on the employee.

Outside employers, therefore, should be thoroughly acquainted with this fact when engaging an employee of the Highway Department, and furthermore these employers should acknowledge this precedence in writing to the Department.

With this in mind, I hope that all able-bodied men in our Department will see their way clear to turn their spare hours into productive hours in the cause of Freedom.

SPENCER MILLER, JR.

State Highway Commissioner.

BREAKING GROUND AT FERNWOOD



Commissioner Miller, who for many years has cultivated a garden at his home in South Orange, was on hand for the ground breaking ceremonies at the Fernwood Victory Gardens.

Elect Officers

The first annual meeting and election of officers of the State Bridge Employees Association was held on February 26th. As a result of balloting on that occasion the following officers were elected for the ensuing year: President, Fred Hoffman; Vice-President, James Lipari; Recording Secretary, Percy Stuermann; Treasurer, Harold Vaughn; Financial Sec-

retary, Albert Giberson; Trustee, Phineas Marr.

In addition to the officers elected, the following committees were appointed: By-Laws, Elias Argust, Donald Thompson, Phineas Marr; Legislative, Joseph Radford, James Lipari, Fred Hoffman; Entertainment, Frank Herbert, Robert Kinsey, Albert Giberson; Delegates, for Northern Division, Charles Peschken, Charles Simonton; Dele-

(Continued on Page 3)

Victory Gardens At Fernwood Now Under Way

Blistered hands, aching backs and a little sunburn are about the only crops harvested from the Fernwood Victory Gardens to date, but judging from the enthusiasm of these tillers-of-the-soil, and the amount of seeds that they have sown, honest-to-goodness vegetables will be growing soon.

It is surprising to see how this waste land of yesterday is being transformed into tidy, well-kept gardens. Its transformation is a tribute to the industry and ability of our amateur farmers as well as to Mr. Connert, who, through his conception of the idea, made possible this project.

Since many of those entering upon this Victory Garden project are tilling the soil for the first time, it was important that they thoroughly understand the basic principles of gardening. The role of advisor and instructor has been capably filled by R. S. Green, Landscape Engineer, who has devoted many hours to imparting valuable information to these aspiring amateurs.

Know Their Onions

It is truly remarkable the way office and shop workers, who but a few weeks ago couldn't have told the difference between a parsnip and a turnip to save their lives, now argue the advantages of kale over Swiss chard, or discuss at length the respective merits of rutabagas and kohlrabi. In fact it has gotten to the point where the little string-bean is now referred to (and quite properly) as the snap bean.

Tomatoes might have been either to-MAY-toes or to-MAH-toes in other years. Now they can be spoken of only as Marglobes, Rutgers, Scarlet Toppers or Earlianas. And it doesn't stop there. Already long discussions have been held on the subject of canning the products of these Victory Gardens. One faction steadfastly maintains that the "pressure" method is without equal, while others are sure that nothing produces quite the results obtained by "cold packing."

It is impossible to predict, at this early date, what the exact outcome of all this boundless enthusiasm and energy will be, but if we may hazard a guess, we would like to go on record as saying that if any better cooperative Victory Garden is developed in New Jersey, it won't be because the boys didn't try their best.

Much credit should go to Landscape Foreman Frank Vail and Russell Hulse, George Daube, Anthony Russo and Harry Williams for the enthusiastic manner in which they prepared this field. Victory gardening at Fernwood would have been a lot tougher without the aid they gave.

STATE OF NEW JERSEY
STATE HIGHWAY DEPT.
TRENTON

March 4, 1943

ORDER

For the conservation of fuel and electrical energy, it is directed that all lights in the various offices of the State Highway Department be turned off when not required for the efficient performance of our work.

It is further directed that when the offices are being vacated or closed, that the last person out turn off the lights.

(Signed)

SPENCER MILLER, JR.
State Highway Commissioner

THE HIGHWAY

Published by the New Jersey State Highway Dept.
In the Interests of Its Employees.

W. CARMAN DAVIS, Editor

Contributing Editors:

James H. Driscoll
Thomas Stephan
Elmer L. Meyer
Abram E. Watov
Reginald Bowen

Arthur J. Lichtenberg
W. Eugene Beckner
Edward Drake
Marvin Riley
James O'Rourke

Publication Office: 148 West State Street, Trenton, N. J.
Telephone: Trenton 2-2131 extension 573

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THE VOLUNTARY LAY-OFF

The increased demand for manpower in essential war industries makes it desirable that all employees, who can be spared by this Department and who obtain positions in war plants or other employment which definitely assists the war effort, should be released for such work.

Since the Department desires to cooperate in every way with this movement and make available for essential war activities the maximum number of employees which it can spare, a system of Voluntary Lay-off has been put into effect.

A circular describing this method of temporarily severing connections with the Department has been distributed widely. It is therefore assumed that most employees are familiar with its workings. In case there are some who have not seen this circular, the following example may assist in explaining the workings of the plan:

Let us say that in a certain division there are ten employees holding positions within the same classification, whom we shall list from one to ten according to their respective seniorities. The number "4" employee might request a voluntary lay-off. If this request should be granted, this employee would be placed upon a special re-employment list. Thereafter, the number "1" employee might be given a voluntary lay-off. The number "1" employee would be placed in a preferred position on the special re-employment list with respect to the number "4" employee, notwithstanding that the number "4" employee may have been placed upon the re-employment list several months earlier. Once upon such re-employment list, neither of the employees could compel the Department to re-employ him as long as our staff is not enlarged, notwithstanding that there may be men employed by the Highway Department who are junior in service to those appearing on the special re-employment list. When, however, it may become necessary to make additions to the personnel within a given classification, the number "1" employee will be entitled to re-employment before the number "4" employee, and both of these men will be entitled to re-employment before the State Highway Department will be authorized to resort to any other lists. Also, when number "1" employee and number "4" employee have been re-employed, number "1" employee would have seniority rights over number "4" employee, and both of these employees would have seniority rights and privileges over all those whose total length of service with the State Highway Department is less than that of these two employees. Assuming that number "1" employee had six years prior service and number "4" employee had three years prior service, each would have seniority rights and privileges over all those employees whose total service in a position within a given classification is less in length of time than that of number "1" employee and number "4" employee. After re-employment, the seniority rights and privileges of all employees so re-employed would be reckoned by adding the total service prior to the date of the voluntary lay-off and subsequent to the date of re-employment.

Those desiring a complete description of the Voluntary Lay-Off Plan can obtain the circular describing it by applying to: Mr. A. Lee Grover, Chief Clerk and Secretary, State Highway Department, Trenton.

Di Bella and Corrente Injured

Joseph DiBella and Joseph Corrente of Foreman J. P. Lutz's gang were injured when the truck from which they were spreading cinders on the Route 29 Viaduct was rammed by a car from the rear. Both men were thrown to the roadway and sustained injuries which necessitated confinement in Alexian Brothers Hospital.

Corrente was able to return to his duties after a week but DiBella is still confined to the hospital with his back in a cast. It is hoped that he will have fully recovered within a short time.

Corson Doing Nicely

Edgar Y. Corson, veteran engineer of the Pleasantville Office, Survey and Plans is reported to be recuperating nicely following an operation performed at Dr. Dealey's Hospital at Sea Isle City. He expects to resume his duties with the department in the near future.

Foster Returns to Work

Andy Foster of the Fernwood snowplow gang has recovered from a most severe case of pneumonia and has again resumed his duties. We're glad to add, "You can't keep a good man down."

Highway Honor Roll

The following is the list of those entering the Armed Forces of the United States since the last issue of THE HIGHWAY.

TOTAL 342

Construction

Link, Stephen Army

Laboratory

Mumolie, Joseph G. Army

News From the Boys In the Service

In a letter to Commissioner Miller, PVT. HAROLD WALTERS of the Maintenance Division and at present with the 23rd Repair Sq. A.D.G. B & G Range, Tonopah, Nevada, writes: "It was with mixed feelings of pride and pleasure that I received your kind letter informing me that my name had been inscribed on the Highway Department's Honor Roll. Also it is indeed gratifying to know that I am in the thoughts of not only my family but my fellow employees as well. When a gentleman of your position finds time to write to a Private, it makes a fellow certain that Democracy is the greatest of all forms of government."



LIEUT. BEN STOKES

1st Lieutenant Benj. F. Stokes dropped in for a visit recently. Ben was promoted to his present rank on March 1st. He is assigned to Provost Marshall work with the Air Corps at Gore Field, Great Falls, Montana. He can be reached at the 902 Guard Sq. at that point.



JAMES S. FOSTER

The kid with the big grin is 2nd Class Seaman James S. Foster of the landscape crew of Foreman Fred Floe. Jimmy, who hails from Pemberton, joined the United States Coast Guard last October. At present he is located in Hoboken with the Port Security Force.

Capt. Wm. V. Paul writes that things are quite interesting in Alaska and regrets not being allowed to give details. Despite the cold the health of his men is excellent. Bill's new address indicates that he has moved up with

Highway Department Civil Service News

Tests Scheduled

The following information is published for the convenience of our readers. Every effort is made to have it correct but we do not assume responsibility for errors.

THURSDAY, April 15, 1943

Promotion test:

Senior Clerk-Stenographer — Salary, \$1,350-\$1,650 per annum. Open to Clerk-Typists, Clerk-Stenographers, Clerks, Clerk-Typists, File Clerks, Graphotype Operators, Key Punch Operators, Office Appliance Clerks, Stock Clerks, and Telephone Operators in the State Highway Department, who have served as such in a permanent capacity for at least 12 months immediately preceding the announced date (Thursday, April 15, 1943) for this test.

Senior Cost Clerk—Salary, \$1,500-\$1,800 per annum. Open to male Cost Clerks, Clerk-Stenographers, Clerk-Typists, Abstract Clerks, Senior Clerks, File Clerks, Office Appliance Clerks, and Senior Clerk-Stenographers in the State Highway Department, who have served as such in a permanent capacity for at least 12 months immediately preceding the announced date (Thursday, April 15, 1943) for this test.

Garage Attendant—Salary, \$1,080-\$1,440 per annum. Open to permanent Laborers in the State Highway Department, who possess the minimum qualifications for this test.

Foreman, Traffic Line Painting—Salary, \$2,280-\$2,640 per annum. Open to permanent Laborers in the State Highway Department, who possess the necessary qualifications for this test.

Assistant Foreman, Traffic Line Painting—Salary, \$1,740-\$2,160 per annum. Open to permanent Laborers in the State Highway Department, who possess the necessary qualifications for this test.

Assistant Foreman, Highway Marking—Salary, \$1,740-\$2,160 per annum. Open to permanent Laborers in the State Highway Department, who possess the necessary qualifications for this test.

Assistant Supervisor of State Aid Projects—Salary, \$2,600-\$4,500 per annum. Open to Resident Engineers, Highway Construction; Resident Engineers, Bridge Construction; Bridge Designers; Engineers of Permits; Engineers of Special Assignments; Engineers of Special Designs; Highway Location Engineers; and Designing Draftsmen in the State Highway Department, who have served as such in a permanent capacity for at least 12 months immediately preceding the announced date (Thursday, April 15, 1943) for this test.

Title Reader and Settlement Clerk—Salary, \$2,400-\$3,000 per annum. Open to Title Searchers, Right-of-Way Investigators and Legal Aid Investigators in the State Highway Department, who have served as such in a permanent capacity for at least 12 months immediately preceding the announced date (Thursday, April 15, 1943) for this test.

the rest of his regiment.—Capt. Wm. V. Paul, C. E. Co. "A"—249th Eng. Reg.—G.S. A. P. O.—980 c/o P. M., Seattle, Wash.

We recently received a letter from Lieut. Commander "RANS" ABBOTT, former Assistant to Comm. Sterner, who says, "I am on the first leg of a long trip, in fact I went any further than my destination I would be on my way back. I am entirely detached from previous assignment... this is the real thing... no doubt plenty lies ahead. My gear has been reduced to 44 lbs. and that weight includes gas mask, tin hat, automatic and holster and belt. You can see that I have little left of my own gear... Please remember me to the folks in the Department and tell some of them to drop me a line." The address is: R. J. Abbott, Lieut. Cmdr. Fleet Post Office, San Francisco, Cal., c/o U. S. Navy Liaison Officer No. 134.

PFC THOS. H. QUICK of Foreman Ernest Youmans' Toms River Gang writes from Fort Monmouth, "The Highway has come to me and has been a bright spot in my Army life for which I am very thankful... So far I am at Fort Monmouth driving a truck for the Q. M. Dept. . . Yours for Victory."

Ensign ROMEO A. FALCIANI writes from 539 Ashlawn Drive, Oakdale Farms, Norfolk, Va., and says, in a letter to Commissioner Miller, "On various occasions since I have left the service of the Highway Department for the service of the United States Navy there have been evidences of good faith to us in the Service.

"To begin with it was a distinct pleasure to receive your good wishes and God-speed upon entering the Naval Reserve... Calling for special thanks was the check for one month's pay received shortly after entering the Service... Another pleasant note was that concerning our pension fund payments being made while we were away."

Senior Testing Chemist.—Salary, \$3,500-\$3,900 per annum. Open to Testing Chemists in the State Highway Department, who have served as such in a permanent capacity for at least 12 months immediately preceding the announced date (Thursday, April 15, 1943) for this test.

Senior Testing Engineer — Salary, \$3,500-\$3,900 per annum. Open to Testing Engineers in the State Highway Department, who have served as such in a permanent capacity for at least 12 months immediately preceding the announced date (Thursday, April 15, 1943) for this test.

Engineering Draftsman — Salary, \$1,500-\$1,920 per annum. Open to Draftsmen in the State Highway Department, who have served as such in a permanent capacity for at least 12 months immediately preceding the announced date (Monday, April 19, 1943) for this test.

Maintenance Mechanic, Drawbridges, Grade II—Salary, \$1,740-\$2,160 per annum. Open to Laborers; Attendants; Electric Drawbridges; Attendants, Electric Drawbridges (Metropolitan District); and Operators, Electric Drawbridges in the State Highway Department, who have served as such in a permanent capacity for at least 12 months immediately preceding the announced date (Monday, April 19, 1943) for this test.

Material Inspector — Salary, \$1,980-\$2,220 per annum. Open to Material Inspectors in the State Highway Department, who have served as such in a permanent capacity for at least 12 months immediately preceding the announced date (Monday, April 19, 1943) for this test.

Material Classifier — Salary, \$1,980-\$2,220 per annum. Open to Material Inspectors in the State Highway Department, who have served as such in a permanent capacity for at least 12 months immediately preceding the announced date (Monday, April 19, 1943) for this test.

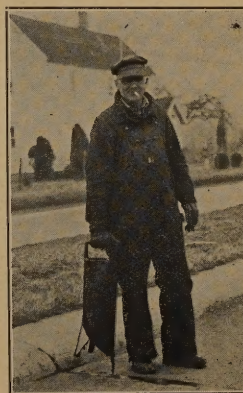
Operator, Electric Drawbridge, Metropolitan District — Salary, \$1,680-\$2,100 per annum. Open to Attendants, Electric Drawbridge, Metropolitan District, and Operators Electric Drawbridge in the State Highway Department, who have served as such in a permanent capacity for at least 12 months immediately preceding the announced date (Monday, April 19, 1943) for this test.

Chief Operator, Electric Drawbridge—Salary, \$2,280-\$2,640 per annum. Open to Assistant Chief Operators, Electric Drawbridge in the State Highway Department, who have served as such in a permanent capacity for at least 12 months immediately preceding the announced date (Monday, April 19, 1943) for this test.

Assistant Chief Operator, Electric Drawbridge — Salary, \$2,100-\$2,280 per annum. Open to Operators, Electric Drawbridge, Metropolitan District in the State Highway Department, who have served as such in a permanent capacity for at least 12 months immediately preceding the announced date (Monday, April 19, 1943) for this test.

Fireman and Helper, Low Pressure Boiler—Salary, prevailing rates. Open to male citizens, resident in the State at least 12 months immediately preceding the announced date for this test.

A Stitch in Time



Lester Young believes in the old adage, "Stitch In Time Saves Nine." Here he is seen pouring tar into one of the joints on Route 26, an operation that requires skill and one that is most necessary to the life of this vital highway. It's the many little things such as this that go far towards maintaining New Jersey's outstanding system of State Highways and Lester is well aware of the importance of such work.

Suggestion Box

Suggestions received by the "Suggestion Box" but not previously acknowledged came from:

Daniel Fitzhenry, Aaron Haemel, Clarence M. Hall, Maurice Salamandra, Rudolph Vogel, Jr., and Frank A. Reddan.

BRIDGE BRIEFS

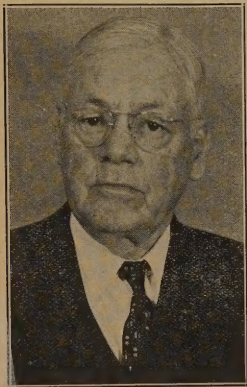
A. J. LICHTENBERG

Several field men have left the department to accept war jobs. Bill Higginson is with the Navy Department as a Senior Inspector on general construction and stationed at Harrison, and Harry J. Mueller is with Brewster Aircraft at Hatboro, Pa.

Wilbur H. Spencer and Chas. M. Fox have returned to teaching duties at Rutgers University. Their duties will involve training Engineering Corps inductees.

A. Paul Gabrenas left on April 1st to accept an assignment for the duration as Naval Architect in the Office of Chief of Transportation, War Department, Washington, D. C.

Victory gardening enthusiasts include our only woman gardener, Stae Kanyuh. Sven Hedin, L. C. Peterson, Frank S. Wilson, P. H. Burch and C. M. Fox are the others.



CLINTON S. BISSELL, whose retirement is effective this month, has had a long and important experience starting with his employment on passenger vessels, St. Louis and St. Paul in the electrical department of Cramps Shipyard. Since then and until his employment in the Bridge Division on May 1, 1921, "Skipper" had served with the Pennsylvania Railroad for over twenty-five years. Part of that time was spent with the N. Y. Connecting Railroad on important triangulation, survey and construction work for the Hell Gate bridge over the East River. Skipper spent four years in Nova Scotia on the Yarmouth and Halifax Railway. He has also taught in the exclusive Delaney School for boys.

Skipper's record in the Department included considerable work on important projects, chief among them being the structural design on the College Bridge at New Brunswick.

Skipper has been an ardent boatman since his earliest youth, and when in his college days at Yale he found that the study of astronomy led directly to the problems of navigation, his love of the blue water acted as an incentive to continue the study of navigation as a hobby. Through the years his interest waxed warm, and with fuller knowledge came the realization that the problems involved might be solved by simpler and more rapid methods than those then in use. His first effort at simplification came with his "Navigation by Compass," published several years ago.

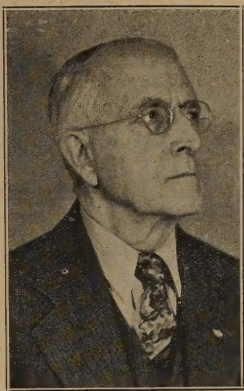
His latest contribution is a "Chart of Spherics" which provides for a graphic solution of the spherical triangle as applied to navigation. The Hydrographer of the Navy Department commented on the ingenuity of the chart, and its increasing use bears testimony to its value. It is not generally known that many conscientious navigators have no knowledge of trigonometry. For them the chart affords solutions requiring only the use of simple arithmetic.

It is our sincere wish that the "Skipper" may find the years to come the fullest of all.

The Bridge Division Club tendered a testimonial dinner to Alvah J. Hall and Clinton S. Bissell on the occasion of their retirement, at Trionfetti's Restaurant, Trenton, on March 26th. A. J. Lichtenberg, Club President, acted as Master of Ceremonies. Morris

Goodkind addressed the group on "The Years in Retrospect." L. C. Petersen paid testimony to the retiring employees and presented a gift on behalf of the club. George A. Hefferman and Patrick McCullough presented a scroll to each containing names of all employees and expressions of good wishes.

The club quartet rendered several solos: J. F. Evans, Jr., W. Carman Davis, Geo. A. Hefferman, J. J. Sheenan, and Chester P. Smith comprised the quartet.



ALVAH J. HALL, who is retiring from the Department this month looks back on an experience record of more than forty years, eighteen of which have been spent in the Bridge Division. Since employment with the American Bridge Company, Trenton, in 1900 he has been successfully employed by Milliken Bros. Post and McCord, Newton A. K. Bugbee & Co., Link Belt Engineering Co., and during the World War I, Sun Shipbuilding Company. During his school days he received a silver medal from the School of Industrial Arts for excellence in ornamental design.

His hobbies include flowers, trees and gardening. He is an avid reader of poetry and has an enviable collection of his own poems. Alvah maintains that he will master perpetual motion eventually, in spite of several failures. We wish him a full life in his retirement, and with it goes the sincere thought that the coming years may be full of sunshine.

It is not too late to get a Victory Garden at Fernwood if you act quickly. Call R. S. Green, Ext. 598 for details.

Loading Platforms for Cinders



Sweet's Crew Saves Time When Ice Threatens Safety

Necessity is the mother of invention. If you don't think so, talk with Landscape Foreman Howard Sweet, of Closter, or better still, take a look at the cinder-loading platforms he and his men have built at Alpine and Englewood Cliffs. The necessity of saving valuable time during emergencies led to their construction early last winter.

When ice covers the highways of North Jersey, many accidents result from skidding unless cinders are spread on the roadways without delay. Time is important when pavements are slippery. But before you can spread cinders on an icy pavement you must load them into a truck. This, in Sweet's opinion, was the bottleneck, because it took twelve to fifteen valuable minutes to load a truck from a ground pile. Since the platforms have been put into service, this same operation can be accomplished in two minutes or less. This saving of time means quicker ice control and proportionately less accidents. In addition to this there is a great saving of labor.

By choosing the locations of the platforms carefully it has been possible to utilize the natural slope of the ground at each location, so that trucks bringing cinders to the stock pile can deposit them directly on the platforms without other handling. All in all the whole idea works out to perfection.

PROJECTS PARAGRAPHS

ELMER MEYER

New Jersey's seagoing mayor has joined the so-called "brass hats." Guido Forster, State Aid Projects Engineer, and also mayor of Summit, New Jersey, has been advanced to the rank of Commander. The new rank, Commander D.E.-V(G), dated July 20, 1942, was just recently approved. The initials stand for Deck Engineering Duties of a "general seagoing nature."

Guido is still at the Naval War College at Newport, R. I., where he is studying "up-to-date" naval strategy and the coordination of land, sea, and air forces. He expects to remain at Newport until June 2nd, when his course will be finished, and then go to sea again.

Guido is an expert navigator and was formerly second in command and navigating officer of the Transport "U.S.S. Munargo." He says that he envies the other Projects men in Alaska who are getting some really fine road-building experience.

Chief Carpenter's Mate, Sydney Sterner, writes that the Xmas package sent by the Projects employees finally caught up with him on March 10th. It was a small part of just one slightly delayed consignment of 150 sacks of mail which produced considerable joy and a good many stomach aches. Sydney says that he has run across Clarence Chumar, and Mr. Timmons, a Resident Engineer from South Jersey. From that we know that he is in the South Pacific somewhere. Anyhow, he claims that it rains hard every day and that road-building is no easy matter with the mud clear up to the hips.

His address is: Sydney M. Sterner, C. C. M., Navy 8185, Fleet P. O., San Francisco, Cal.

Paul A. Mills, who is the Projects Division's only representative in the Merchant Marine, reports that he is the Chief Mate on one of the new "Liberty Ships." He has had one exciting trip to the war zone and is looking forward to his second trip. He assures us that the submarines are a very grave menace and we hope he has just as good luck dodging them in the future.

His address is: Paul A. Mills, S. S. Mirabeau B. Lamar, c/o P. M.—New York City, Waterman Steamship Agency, Ltd.

NANCY IS BOSS AT NEWARK



Although her name does not appear on the Highway Department's payroll, one of the busiest members of the Newark Garage family, and incidentally one of the most popular, is a little short-legged dog named Nancy, who has assumed the self-appointed duties of watchman.

When one of the many cars or trucks that store there drives up, or when she hears a familiar footstep, Nancy simply goes ahead with her job of mothering the one remaining puppy that is left from a litter that originally numbered six. If, however, she hears the approach of a strange car or unfamiliar walk, she immediately sounds alarm that echoes through the spacious interior of the garage.

Investigation disclosed that Nancy is a Welch Corgis of the Cardigan variety, a breed that is seldom seen in this country outside of the larger dog shows. It is, however, very popular in its native Wales where they are used chiefly for herding cattle, a job that they efficiently perform by nipping at the cow's heels.

In the above photo, Henry Gahr, a Garage Attendant, is inducing Nancy and Blackie, the pup, to pose for THE HIGHWAY.

LABORATORY LINES

ABRAM WATOV

On March 1st a luncheon was tendered Joseph Mumolie, File Clerk, on the event of his entering the Army. The affair was held at the Lawrence Inn near Trenton and was attended by 31 of Joe's friends and fellow workers. As a souvenir of the occasion Joe was presented with a pen and pencil set. He is now stationed at Camp Kearns, Utah.

Laboratory field men who habitually take their vacation in the winter because of the demands upon their time during other seasons of the year, have now returned to duty, a rather glum lot. You see, gasoline rationing as well as other transportation restrictions kept them close to home this year. One advantage is the money saved by not being in a position to try out the many sure-fire systems to beat the races, that are usually developed between seasons. Maybe this extra coin will find its way into War Bonds.

The Victory Garden idea has caught on at the Lab in a big way. Those who are already practically eating their home-grown vegetables include: F. H. Baumann, Mrs. Beatty, H. H. Diefenderfer, W. B. Cunningham, L. L. Vogts, N. Schaller, H. E. Wahl, W. J. Ryan, L. P. Reilly, M. B. Scheirer, W. A. Johnson, J. M. Tuzozolo and J. P. McGrath.

Fred Baumann's son Fred L. is now stationed at Atlantic City with the Air Corps. He is an Aviation Cadet, while Leon Cartledge's son, Leon Jr. is with the Army in Texas.

Elect Officers

(Continued from Page 1)

gates for Southern Division, Joseph Smith, Walter Trueland.

The meeting was well attended and great enthusiasm greeted the report of the Membership Committee who have worked hard to build up the present large membership.

EQUIPMENT ITEMS

JAMES O'ROURKE

Welder Leon Crush has observed the technique of the Trenton Fire Department for 30 years. In fact, he was recently named "Captain" of the 3rd Platoon of Engine Co. 4, a group that are often referred to as the "pinochle boys."

Not long ago "Captain" Crush, while on a maintenance job at the New Brunswick circle, had an opportunity to demonstrate his knowledge of firefighting and handled the situation nicely.

A large truck and trailer caught fire at the circle and Leon, faced with the opportunity of a lifetime, took his Pyrene extinguisher from his kit and proceeded to show how a "veteran" of thirty years could handle such trifles by extinguishing the fire promptly.

The war has made inroads into the homes of many of our Fernwood employees. Some of our men with sons in the Service have been cited in the past. We would like to bring the list up-to-date by mentioning that Fred Brook's son, Richard is in the Army and is now at Station Hospital at Carlisle, Pa., where he is recovering from a spinal operation. John Leadem's boy, Joe, is with the Army Air Corps in Missouri and John McEwan also has a son, John Jr., in the same branch of the Service in Florida.

Frank O'Brien's son, Dr. Thomas, is now at the Station Hospital Medical Camp at Greenville, Pa., while Patsy Rimo's boy, John, a member of the senior class at Rutgers, is now with the Air Corps in Atlantic City.

John Seaman has a son with the Medical Corps in Australia. He was among the first landed "down under." Both of Morgan Van Hise's sons, Morgan, Jr., and Bill, are in the Service, the former in the Air Corps and the latter at Fort Dix. Jack Whitlock, with a boy, John, Jr., at the Ordnance School at Lansing, Mich., winds up the Army contingent.

Represented in the Navy are: Fred Edward's son, Fred Jr., who is an instructor in gunnery at the Newport Naval Station; Peter Radice with one boy, Russell, at the Naval Training School at Bainbridge, Md., and another, Dan, awaiting call from the Marines; Bob Kreps, whose son, Bob, Jr., is a Pharmacist Mate somewhere in the South Pacific, and Bill Rochford whose son, Bill, Jr., is also at the Bainbridge Training School.

Matty Matzer seems to be the only one of this group with a son now in the Marines. His boy, Michael, is at the Marine Air Field at Jacksonville, Fla.

Reynolds Brachelli recently wrote home to say that he has been discharged from the Naval Base Hospital and reassigned to active duty. Naval censorship prevented Reynolds from disclosing the reason for his confinement but we can tell you that he is back on patrol in Alaskan waters. We're glad he is O. K. again.

All of Fernwood sympathizes with Martin Egan, Garage Attendant, upon the untimely death of his grandson, 2nd Lieutenant James M. Egan, who was one of two Trenton youths that crashed in mid-air while on routine flight over Mitchell Field, Long Island. At such times it must be a consolation to know that many staunch friends share your grief.

Coast Guard to the Rescue

Russell Henry, drawbridge Maintenance Mechanic, reports that the Coast Guard patrol boats on the Hackensack and Raritan Rivers are a real help. They supply a means of transportation for the bridge electricians who maintain the navigating lights on the Edison Bridge and Pulaski Skyway. Before the war it was a long cold row against many a stiff wind.

Spring is Here

We know that spring is here at last, because Frank Walling, the Bridge Operator at the Matawan Creek Bridge has gotten his fike nets in shape (in his spare time) and is now ready for the early run of shad. Years have failed to dampen Frank's enthusiasm for he will be 80 years young next July.

Meet the Gang



Foreman Charles Keiderling, Jr., has sent in this picture of his Gang, thus saving gas and rubber for the Department. The crew maintains Route 34 from Route 33 to Laurelton and Route 38 from Route 34 to Route 35 at Belmar and work out of the neat, well-kept office near the Brielle Circle on Route 34. Other headquarters are at Asbury Park.

In the above picture, standing from left to right are: Edward Morton, Addison Bennett, Chester Gravatt, William Brown and Ernest Hendrickson. Seated, left to right are: William Morton, Clarence Jobs, Clifford Brower, Harold Steen and Francis Thompson. "Nellie" the mascot adorned herself with cap and sun-glasses for the occasion. Because Foreman Keiderling took the picture it was necessary to use his photograph as an insert.

Chester Gravatt, aged fifty-three, died since the group posed for this picture. He is survived by a widow and a son in the submarine service, whose exact whereabouts, while unknown, are believed to be in the South Pacific. The passing of this respected member has left a void that is deeply felt by those with whom he worked. He was a conscientious and faithful employee.

Two members of this gang are now in the Army, and William Brown and Ernest Hendrickson each have a son overseas with the Armed Forces. William Morton, who is affectionately known as "Pop" to the rest of the boys, is the oldest member of this crew. Although he is nearing seventy he is a most enthusiastic farmer and maintains a neat little garden and chickens near Neptune City.

Clarence Jobs was a carpenter before coming to the Highway Department eight years ago, and his experience has enabled him to erect all of the gang's buildings. Clifford Brower, the truck driver, is an enthusiastic bowler and shuffle board player and his friends maintain that he is one of the best. Harold Steen is so fond of food that he can be found nearly every night at the Manasquan diner passing out the hamburgers.

Ed Morton's main worry at this time is the completion of a home he has started to build. His arguments with the OPA are long and determined but futile.

Addison Bennett has a hobby that pays dividends. He raises turkeys and as far as he is concerned the Thanksgiving season is the year's highlight. And before we forget it, Charlie Keiderling, himself, has a spare-time hobby that keeps him busy. He is a wood-working enthusiast who spends his evenings bending over a lathe, bench-saw or other gadget, turning out anything from candlesticks to tables. In addition to this Charlie was Secretary of The Belmar Chamber of Commerce for 15 years and was formerly Postmaster of that resort.

HONORED



FRED QUINN



JOHN GLEEKMAN

Quinn and Gleekman Elected Trustees

Fred Quinn of the Electrical Division and John Gleekman of the Equipment Division were elected to the Board of Trustees of Mercer Council, N. J. Civil Service Association at the annual meeting of that organization held in the board room of the State House Annex on Thursday evening, March 4th.

As a result of this election, Quinn and Gleekman join with W.

Carman Davis, Charles I. Levine, Charles A. Hurley and William R. Wildblood as members of that board. Another Highway candidate, Alcaid Wright, of the Electrical Division failed to win election by the narrowest of margins.

Both Quinn and Gleekman have been active in the affairs of Mercer Council for some time and their election comes as a fitting climax to their efforts on behalf of civil service.

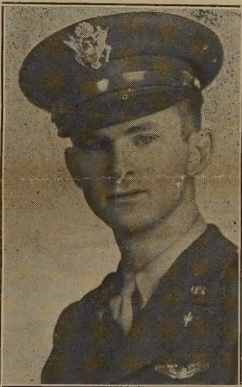
MAINTENANCE NOTES

GENE BECKNER

Florence King is back from a two-week sojourn in Florida. Florence reports that the winter resort state has taken on all the outward aspects of a military encampment but that they still manage to take excellent care of winter vacationists.

Our sympathy is extended to Abram O'Hare, of Flemington, whose son, Sgt. Arthur F. O'Hare, has been reported as "missing in flight." Abe, who has been employed in the Maintenance Division since 1930, is now on leave of absence. The terse War Department telegraphic message announcing the loss marked the initial casualty in the Flemington area since the beginning of the war. Sgt. O'Hare, who was only 18 years of age, was known to have been on anti-submarine patrol duty, and it is presumed that he was lost aboard a plane while on a training flight "somewhere between Charleston, S. C., and Jacksonville, Fla." He had been stationed lately at the Charleston municipal airport.

Word has finally been received from 1st Lt. Charles J. McGinnis, of the 3d 9th Engineers, who is stationed somewhere in Alaska. (A.P.O. 980, c/o Postmaster, Seattle, Wash.) Charlie Fearnley recently received an interesting letter from "Mac" in which he sends his regards to his many friends here in the Department. He reports that he sees a great deal of Frank Higgins, George Kraus, Tom La Bar, and Paul Davis, of the Projects Division, and of Carl Teegan, of the Construction Division.



LT. JOHN R. BRUTHER

In the December Issue of THE HIGHWAY, an announcement was made that John R. Bruther had received his wings and had been commissioned 2nd Lt. in the U. S. Army Air Corps. Word is now received that Lt. Bruther is at present stationed at Columbia Air Base, Columbia, S. C., undergoing advanced training prior to active assignment. He is first pilot and in command of a B-25 Medium Bomber (Tokyo Style) and has in his crew two other commissioned officers and three enlisted men. They have been engaged in practice bombing and are attending school regularly brushing up on tactics of enemy fighters—so it may not be long before John gets his crack at a Zero or an F. W.

"Seated one day at the organ..." is more than an excerpt from a memorable song to two employees of this Division. If by chance any of you should stray into the Broad Street Park Methodist Church in Hamilton Township some Sunday morning, you will find seated at that organ Eleanor M. Ellston, of this Division. Mrs. Ellston, long an active member of the above congregation, has recently assumed the duties of organist and from reports has been doing a most creditable job. This same employee who follows this same avocation is Landscape Foreman J. E. F. Johnson, of Lawrence Brook Road, New Brunswick, who plays the organ at a church in the suburban community of Highland Park.

Three employees of this Division, who were drafted for military service, have been honorably discharged at their own request when such action became possible to over-age draftees, and have returned to their employment with

Devotes Spare Time to Music



HANCOX WELL KNOWN AS ORGANIST

This month we started out to tell the story on one of Fernwood's blacksmiths when we ran across the very thing we intended to write in a magazine published by the Hammond Organ Company. We quote from the Hammond "TIMES" of November, 1940:

"This is the story of a blacksmith who plays the Anvil Chorus—when he's off duty.

"The gentleman in question is Benjamin Hancox, who resides at Titusville, N. J., a picturesque community on the Delaware River less than a mile from Washington's historic crossing. Life begins for Mr. Hancox at twilight, after a hard day's work at the Fernwood plant of the New Jersey Highway Department where, with five other men, he has been keeping the State's snow equipment in perfect shape for the past ten years. But when night falls, Mr. Hancox turns to his real delight in life—music. Titusville treasures its musical evenings in the oak-paneled living room of the home overlooking the Delaware which Mr. Hancox built for himself and his wife. As likely as not if you step into the charming Hancox home of an evening, you'll find Mr. Hancox presiding at his Hammond organ accompanied on the piccolo by his good friend and neighbor, Austin C. Cooley, Treasurer of John A. Roebling Sons and Company, builders of the Brooklyn and George Washington Bridges. Mr. Cooley's son will be there too with his flute, and another neighbor brings along his violin.

"And if, of an evening, you fail to find Mr. Hancox at home, you'll probably find him performing with the widely heralded Shrine organization, the Crescent Temple Chanters, composed of twenty-four voices, or singing with the Masonic Lodge Octette. If you want him on a Friday night, the place to go is the Christ Episcopal Church of Trenton. For Friday is the rehearsal night for the choir which he has been directing for the past fifteen years. But in the summertime, if you cock your ear across the road, toward the river, and hear a fine baritone voice gently piercing the peaceful surroundings of the Delaware Valley you'll know that Mr. Hancox is on his home-made sailboat enjoying a leisurely vacation . . .

"Born in Staffordshire, England, fifty-two years ago, of parents who from the start instilled in him a love for music, he could always remember from his earliest recollections, an organ in the house. At an early age he sang in the church choir. At fourteen he left school to enter his father's chainmaking and blacksmith trade, but continued his musical studies at night.

"At twenty-five Mr. Hancox decided he wanted to come to America. He chose Trenton because then, as now, it was a center for steel and iron and chainmaking."

Since April 28th, 1931, Ben has been employed by the Equipment Division at Fernwood where he has found many who share his love for good music.

Perhaps the question most frequently asked of him is whether or not he can play the Anvil Chorus. The answer is, yes, and we might add, beautifully.

this Department. We are glad to welcome back Lawrence Fleck, of Foreman Paul Haney's crew, Charles Smith, who is employed in Foreman Tietzworth's forces, and George Eckstein of Foreman Elwell Clugston's gang.

Congratulations, But How About a Cigar

The stork visited the home of General Solicitor Benjamin C. Van Tine on Saturday, March 20th and left a seven pound boy, Stewart Millaway Van Tine. We are glad to report that both Mrs. Van Tine and the baby are doing fine and that "Van", himself, has come through the ordeal without damage. Congratulations.

Congratulations Young Fella

You would never believe it to look at him, but Frank Bird, Northern District Auditor, is actually a great grandfather. He became a member of this most exclusive set on March 6th when the first girl to be born in the Bird family arrived. And is Frank proud.

His son, Private William Bird, who worked with the Planning Survey, is unaware that he is a grandfather since he is believed to be on his way overseas. This is Bill Bird's second trip across. He spent over a year in France with the American Army in the First World War.